



Minutes Tempe Aviation Commission May 13, 2003

Minutes of the Tempe Aviation Commission held on May 13, 2003, 6:30 p.m., at the Public Works Conference Room, Garden Level City Hall Complex, 31 E. Fifth Street Tempe, Arizona.

(MEMBERS) Present:

Richard A. Collins
Bernard A. Eilers
Greg Ellison (Chair)
Peter Graves
Jack P. Heffernan
John T. Irvine
Cyndi Newburn

Jay Norton
Peter Schelstraete
Joseph Young
James B. Vandeventer

(MEMBERS) Absent:

Carl Triphahn

Guests Present:

George Sullivan, Aviation Consultant
David Schwartz, Goodman Schwartz Public
Affairs

City Staff Present:

Randy Gross, Manager Community
Relations Department
Oddvar Tveit, Aviation Coordinator

Citizens Present:

Bill Butler
Barbara Sherman
David Swanson

Meeting convened at 6:32 p.m.

Greg Ellison opened the meeting by soliciting comments and motions to approve the minutes from the March 11, 2003 and April 8, 2003 meetings.

Agenda Item 1 – Consideration of Meeting Minutes: (March 11, 2003 and April 8, 2003)

The minutes from March 11, 2003 and April 8, 2003 were unanimously approved.

Agenda Item 2 – Staff Update

1) NTNA-meeting

Randy Gross, Maryanne Corder, and Oddvar Tveit represented the City at the North Tempe Neighborhood Association meeting April 14, 2003. Greg Ellison was also present. The NTNA had addressed several issues in their letter of invitation:

- *There has been less emphasis on appointing neighborhood representatives and more on aviation advocates to the Commission.*

City staff distributed a handout with a short background for each commissioner, which showed that several commissioners have experience from the aviation industry. The message from city staff was that there is one vacancy on the Commission. NTNA members can propose a candidate with a desired background for a vacant position, however the Mayor appoints new members with approval from the City Council.

- *Pending flight track proposals include flight paths that will be more to the north.*

Staff explained the preferred RNAV alternative for northeast departures that has been introduced by the PAUWG Eastbound Departure Alternatives Study Team. The proposal has not been subject to any action by either PAUWG or the FAA because the FAA is currently working on new design criteria for RNAV procedures that will address the application of RNAV close to airports. The presentation also included graphics showing how pilots fly the 4DME departure procedure according to current FAA procedures, and how they flew according to procedures in use the year before the 3rd runway was opened. Hugh Hallman handed out and explained documents pertaining to the IGA, and what was agreed to between the two cities and acknowledged by the FAA regarding procedures to keep aircraft over the river bottom.

- *The transfer of the Aviation Coordinator Position to Water Utilities means responsibility for other than airport issues.*

The reason for this decision is the difficult economic situation for the City. All aviation duties will remain with the coordinator position with addition of other environmental duties, e.g. clean air.

- *The importance of opposing a 4th Runway and not to trust Sky Harbor.*

Staff told the participants that the City has voiced its concerns over including a 4th runway development alternative in the MAG RASP Working Paper 4. A 4th runway alternative at Sky Harbor and other expansion alternatives are currently under evaluation by the MAG consultant. Staff will continue to follow the RASP update process, and the issue of a possible future 4th runway expansion at Sky Harbor.

After the meeting Jim Lemmon addressed the aircraft noise impact on Laird and Scales elementary schools, which are situated just outside the 65 DNL noise exposure contour line. As a member of the school board he is concerned about what funding options there are and what future investments would be needed to protect these schools from further deterioration as institutions for educating children. 10 schools in Phoenix are inside the "1999" 65 DNL contour line. These schools are eligible for noise insulation under the updated Sky Harbor Part 150 Noise Compatibility Program.

The members followed up with questions on this portion of the staff update, which were addressed by the chair. Greg Ellison stated that NTNA is an active association within an area heavily impacted by airport operations. Currently there are two members on the Commission from Tempe neighborhoods on the north side of the Salt River, but nobody from the areas just south of the Salt River. He expressed that the message is there for the NTNA to bring their issues forward, and work towards strengthened neighborhood representation from their area.

2) PAUWG meeting April 17, 2003

- The FAA has received a go ahead for starting the construction work on a new consolidated Phoenix TRACON/Tower facility. The FAA has issued the final EA on the new facility. The site has been cleared and construction started May 12, 2003. Completion is scheduled for 2005. The new TRACON /Tower facility is designed to accommodate a future consolidation of both the Phoenix and the Tucson TRACONs.

- The FAA is in the process of implementing procedures for handling dependent ILS approaches to the outboard runways. This will require that controllers at Luke AFB temporarily hand over Class B airspace to the Phoenix TRACON when the ILS is in use on east flow. Because ILS procedures means directing aircraft to follow a straight-in approach to the south runway on west flow, Randy Gross will make an enquiry to the TRACON manager regarding what procedures are implemented. Sky Harbor has the potential of accommodating simultaneous independent ILS approaches to the outer runways because with the addition of a third runway the airport satisfied the minimum runway spacing criteria of 4,300 feet between the centerlines of parallel runways.

3) Workshop - Airports and Aircraft Overflight

The Arizona Planning Association hosted a workshop at Sky Harbor April 25, 2003 dealing with airport planning issues.

- The Phoenix TRACON addressed national and local trends in the industry after 9/11, airport security, and the project of reducing delays through the NAR (National Airspace Redesign). With a ruling by federal court on the Northwest 2000 Plan the next phase for the Phoenix TRACON is the redesign of the airspace south of Sky Harbor.
- Scott Gray did a presentation on the Scottsdale Airport and their use of 55 DNL as noise exposure boundary. Most residential developments within this area are southwest of the runway within the City of Phoenix, and most of the noise complaints come from residential areas far outside the airport's planning boundary.
- Debbie Sydenham from Arizona Department of Commerce, talked about the Luke Air Force Base Regional Compatibility Plan, and Wayne Balmer from the City of Mesa, talked about the process of transforming Williams Gateway from a closed military base into a modern civilian airport and a center for business and education.

Agenda Item 3 - Update from Phoenix Sky Harbor on current aviation activities

George Sullivan informed the members about following issues:

- The ground braking for the new FAA TRACON/tower facility took place May 12, 2003.
- The center runway will still be closed at night for yet another couple of weeks.
- A decision on the RNAV issue is at least 3 months away. Most likely it will take 6-7 months before the FAA can reach a decision how to use RNAV close to an airport.
- The FAA is moving along with dual ILS procedures, currently TRACON does not have all the equipment to do precision monitoring of dual ILS approaches, but this will be addressed relatively soon. TRACON has started controller training, and all airspace issues regarding running ILS approaches are west of the airport, because of the Luke AFB. FAA has been working on an agreement with Luke AFB to use their airspace during the 1½ % of the time a year when Luke airspace is needed. ILS approaches would most likely not bring the planes lower over Tempe compared to visual approaches, e.g. the Power Plant visual procedure. Because of displaced runway thresholds, approach altitudes will vary. The threshold for the south runway being farther to the west would give some respite on approach altitudes over Tempe compared to approaches to the north runway.

Agenda Item 4 – Review and Discussion of the 1998 TAVCO Report and Recommendation for an Aviation Corridor Positive Awareness Program

Because the City of Phoenix had put their initiative for a compliance rewards program on hold, the chair had raised the question of reviewing the TAVCO report from 1998 on a Corridor positive awareness program. A review of the program would be a preparation for either opening

up the 1998 program, provided the City of Phoenix program remains on hold, or have the City of Tempe through proper channels communicate to the airport the Commissions' input on the Phoenix initiative.

The chair presented the report to the members, and suggested that the report be discussed on future meetings, as the members get more familiar with the report. The members discussed noise mitigation notices in flight procedure manuals. A map from America West was included in the 1998 report. Putting up signage on noise mitigation flight procedures was also discussed.

Follow up:

George Sullivan said he would check whether the airport could make recommendations to the FAA to add mitigation notices on procedures that are published, or such notices need to be added by each carrier when flight manuals are updated. He would also get information on signage in flight planning areas at the airport informing pilots about Sky Harbor noise mitigation flight procedures.

Agenda Item 5 - Aviation Expenses

Oddvar Tveit had made a request to the City of Phoenix on aviation expense reports after a request was made at the last meeting to have numbers from Phoenix as a basis for comparing aviation expenses incurred by the City of Tempe. Potentially aviation expense data from one fiscal year at the airport could be provided. Responding to a previous public information request on airport promotion expenses, the Phoenix Aviation Department had submitted financial data on airport promotion. The aviation department had in the 2002-03 fiscal year through December 9, 2002 used \$323,029 on placing ads in media, public events, sponsorships to non-profit organizations, and surveys of valley residents regarding the Sky Harbor airport.

Randy Gross was asked questions on what aviation consultants currently were doing for the City, and what figure the City Council had budgeted for aviation. Not including assistance on litigation issues, he explained that prior months have typically included services related to developments at Sky Harbor, the EIS for the West Terminal Complex, the draft EA for the new Phoenix TACON/tower facility, and the PAUWG Eastbound Departure Alternatives Study Team. For the next fiscal year \$150,000 is allocated on the 2003-2004 budget, however this does not mean that this is what the city is going to spend. \$250,000 is allocated on the biannual budget. Regarding lawyer expenses, the City is trying to use legal resources within the administration. That is Charlotte Benson, who is situated in the Water Utilities Department with Oddvar Tveit. Assistance from outside legal expertise is available through the City Attorney's contract with Charles Kelhoffer, a local attorney. The new City Attorney, Marlene Pontrelli, is reviewing all contracts with consultants and outside lawyers that have been assisting the City on aviation issues. Williams and Associates is a lobbying firm that has been helping out the City on aviation and other issues. Williams Aviation Consultants Incorporated is the firm currently assisting the City on aviation issues. Consulting services from this firm were subcontracted by Williams and Associates and later when the contract expired, by Chevalier, Allen & Lichman LLP.

Follow up:

City expenses for the 2002-03 fiscal year would be updated, and staff would get back to the members with additional expense data from the City of Phoenix when available.

Agenda Item 6 - Commissioners' business (topics for future discussion)

The following topic was suggested: Helicopters, traffic patterns and operation requirements.

The topic is based on a suggestion from the Transportation Commission regarding identification of permanent sites for helicopter landings in the City and safety issues regarding helicopter flight within the airplane flight corridor over the downtown area, and helicopters hovering over people's yards. There are 3 private use helicopter pads in Tempe at SRP, the Butte and St. Luke's Hospital. There are agreements with Phoenix tower and SRP on operations altitudes to get out of Class B, most helicopters operate outside class B airspace.

Follow up:

Include helicopters into the discussion of the 1998 positive awareness program and look into the possibility of having a presentation of operation of helicopters, altitudes and flight paths.

Agenda Item 7- Public Appearances

Bill Butler addressed noisy engine run-ups that occasionally takes place at the airport, and he asked if they were to continue. He also told the members about the flight path situation observed from 4th Street. At Sun Devil Stadium the carriers come right down 3rd Street, FedEx is noisy and so are military KC-135 tankers. To get the aircraft back on a center runway approach before they turn towards the south runway seemed to him to be a loosing issue. He also expressed his support to Goodyear and Williams Gateway as reliever airports, and to divert cargo traffic to Williams, which would relieve Tempe from 25% of the traffic at Sky Harbor.

Barbara Sherman informed the members that the NTNA would start documenting overflights.

Follow up:

George Sullivan would seek information on a possible new facility in the area where engine test run-ups are conducted.

Agenda Item 8 - Schedule next TAVCO meeting

The Commission's next meeting will be June 10, 2003.

Agenda Item 9 - Adjournment

The meeting was adjured 7:38 p.m.

Prepared by: Oddvar Tveit

Reviewed by: David McNeil



Authorized Signature
Environmental Program Supervisor
Attachment: Expense Flowchart: Aviation